

(Translation)



Soviet Proposal at the Third Formal Meeting

(Announced by the Soviet Embassy in Tokyo,
July 4)

(Excerpt from Collection of the Publications in Connection
with the Negotiation for the Purchase of North Manchuria
Railway. pp. 13-22)

MEMORANDUM CONCERNING THE BASIC PRINCIPLES FOR
THE PURCHASE OF THE CHINESE EASTERN RAILWAY BY
MANCHUKUO

I. Objects of sale, the position and significance of the Chinese Eastern
Railway.

A. In accordance with the Sino-Russian Convention and the Mukden
Agreement, the Soviet Government agrees to the purchase by Manchukuo of the
Chinese Eastern Railway together with all properties attached thereto in-
cluding those previously seized on several occasions illegally and forcefully
by the Mukden authorities.

However, various Soviet properties, which are not attached to the
Chinese Eastern Railway and which were withheld on the said railway at the
time of the dispatch of troops or were left because the transfer of rolling
stock under the agreement was not completed, will, of course, not be objects
of sale. These properties shall be returned to the Soviet Government. (A de-
tailed inventory of such properties shall be prepared by a special committee.)

Accordingly, the property to be purchased shall be the following:

1. The main line extending 1,726 kilometers, the railroad with a
total length of 2,544 kilometers including the line for the transportation of
gravel for business purposes and that for carrying fuel wood and coal, the
telegraph line totalling 2,567 kilometers, and telephone and water-supply
facilities.

2. Locomotives and freight cars belonging to the railway.

3. Buildings, warehouses, offices, military barracks, and other construction works for use by the railroad and its passengers, covering a total area of 1,199,762 square meters.

4. Factories and warehouses, among which are the Harbin Central Factory, railroad factory, the factory attached to the telegraph works, and others.

5. Power plant.

6. Harbin Telephone Bureau.

7. River fleet made up of steam and non-steam vessels, including the reloading wharf set up in Harbin.

8. Land attached to the railway.

9. Forestry concession (Chol, Zweiringe (?), Eastern concessions).

10. Medical, veterinary health facilities.

11. Resorts and rest homes.

12. Agricultural enterprises, nurseries, hot-houses.

13. Lumber mills, olive-oil manufacturing factory, cotton-(silk-) waste refining factory.

14. Soft-drinks bottling factory.

15. Wool-washing plant.

16. Printing plant.

17. Harbin Water Works.

18. Motor vehicle garage.

19. Schools and club buildings.

20. All other buildings, facilities and property of the railway.

B. Thus, the Chinese Eastern Railway, including all property attached thereto, now plays an important part from the standpoint of Manchuria's industry and economic development, and comprises a powerful industrial unit which possesses great value from the viewpoint also of the interests of the property and economy of the U.S.S.R. We cannot help but point out that by the sale of the said railway a part of the numerous economic rights and privileges which by treaty gives the U.S.S.R. not a few interests will be liquidated and that a part will greatly decrease in value.

As examples of these can be mentioned the compulsory use of thousands of Soviet laborers and workers on the railroad, certain privileges concerning freight rates and others.

C. In stating the significance of the Chinese Eastern Railway, the important international significance of the said railway, which is a most vital link in the international communications between Europe and Asia, must be mentioned. It is clear that this unique significance of the said railway will not by any means be diminished by its return to the hands of Manchukuo or by the elimination of the obstacles which recently have prevented its normal operation.

Furthermore, the Chinese Eastern Railway also has important significance as the trunk line of North Manchuria which links the North Manchuria region, which is rich in natural resources and has hopes of future development, with South Manchuria and the ocean.

It is hardly necessary to prove that this railway will never lose this unique significance even after it returns to the ownership of Manchukuo.

On the contrary, in the event this railway is operated under conditions which are normal and free of obstacles, there is no doubt that it will come to have even more important significance upon this district from the standpoint of livelihood and that its role and value will increase together with Manchukuo's economic development.

D. The temporary deterioration of the financial condition of the railway, which was brought about by recently occurring special conditions preventing the normal operation of the railway, and the actual economic condition of the railway, its significance and possibility of development must not be confused. It is sufficient to mention the single fact that the business earnings of the Chinese Eastern Railway from the beginning of Soviet-Chinese joint-management up to 1930, inclusive, surpassed expenditures by 140,000,000 gold roubles, an annual average of more than 20,000,000 gold roubles.

It is necessary to point out the fact that, even in 1932 under the difficult conditions created by the world economic depression which had serious effects on all of Manchukuo's industries and by the special causes mentioned above, the business earnings of the railway still surpassed expenditures by 11,000,000 gold roubles.

These materials sufficiently prove the railway's large economic power and soundness. The fact that the Soviet Government did not realize any marked profits, compared to the fact that the railway itself is registering large business earnings, is entirely due to the fact that up to the present time the railway was forced to shoulder the enormous unproductive expenses required for loans, free transportation of freight and passengers, and other purposes with regard to the maintenance of railway guards and government agencies. The Soviet director had no connection whatever with the railway as a commercial undertaking and his efforts to eliminate, or at least to sharply reduce, such outlays continuously met with strong opposition from the Chinese authorities and, at present, from the Manchukuo authorities.

Following the transfer of the Chinese Eastern Railway to the ownership of Manchukuo, the said country will naturally come to shoulder the unproductive expenses required of the said railway, and by this the actual earnings of the railway will increase markedly.

II. Purchase price and method of payment.

A. In deciding upon the purchase price of the Chinese Eastern Railway and the properties attached thereto, this should be in conformance with Clause Two, Article I of the Mukden Agreement. The said clause stipulates that in case of purchase both contracting parties confer on the amount actually spent in the past on the said railway and that it should be purchased with a fair price.

In accordance with the foregoing, the Soviet Government has given serious consideration to all conditions which will make possible a marked reduction in the purchase price on the basis of the main items of the balance which clarify the actual outlays made for the construction and development of the said railway and on the basis of equitable principles.

B. The expenses required for the construction of the railway, the completion of uncompleted construction, purchase of revolving materials, procurement of capital for construction, payment of interest, the expenses required for amortization during the period of construction and the expenses required for the improvement of the railway up to and including 1932 aggregate 411,691,976 gold roubles. This amount does not include the 178,579,618 gold roubles loaned by the Czarist Government during the first year of the existence of the Chinese Eastern Railway for the covering of deficits and the maintenance of operation, nor does it include the large liabilities to be paid to the Soviet Government as accumulated interest on the capital invested in the railway as appears in the balance sheet.

In addition to the above, considering the fact that the technical facilities on the said railway have to a certain extent become dilapidated and that with the construction of a new railway its economic significance will be somewhat changed and desiring that the purchase price be reduced as much as possible, the Soviet Government, in place of the 411,691,976 gold roubles actually spent, agrees to reduce the price under the aforementioned balance sheet items of the Chinese Eastern Railway to 210,000,000 gold roubles.

C. However, the above amount (210,000,000 gold roubles) of itself has great economic significance and does not include the price of the various assets of the Chinese Eastern Railway which, together with the development of the said railway, saw an increase in its original value.

As is well known, the railway owns vast lands.

The Soviet Government, under the Sino-Russian Convention and the Mukden Agreement, has agreed to transfer the management of the land not needed by the railway to the Chinese authorities. In accordance with a proposal of the Soviet Government, a Soviet-Chinese committee was established in 1925 to adjust the land district system, but the Mukden authorities evaded the convening of this committee and illegally seized the land belonging to the railway in sections. Without making a detailed calculation of the price of the land which naturally should be retained by the railway and of its forestry

concessions which are of great value, the Soviet Government agrees to appraise all these assets at 40,000,000 gold roubles. This is a much smaller amount than the actual value.

On the basis of the aforementioned, the total purchase price of the Chinese Eastern Railway and all properties attached thereto shall be set at 210,000,000 gold roubles plus 40,000,000 gold roubles (at the rate of 1 gold rouble equals ¥1.04 in gold).

D. When the above figure of 230,000,000 gold roubles (250,000,000?) is compared with the ¥23,000,000 in gold which the Japanese Government in 1917 sought to pay to the former Czarist Government for the 103 kilometers between KUANCHENGTSU and LAOSHAOKOU, a small section of the southern line of the Chinese Eastern Railway, and if this evaluation is applied to the entire line of the said railway to be purchased, the resulting figure will amount to ¥380,000,000 in gold, or 370,000,000 gold roubles.

However, this section of the said railway, for which negotiations were once held, possesses no remarkable artificial (man-made) facilities of any kind nor any enterprises of value and, moreover, has no international or economic value which the Chinese Eastern Railway as a whole possesses.

Thus, viewed from all aspects, it must be recognized that the purchase price of 250,000,000 gold roubles is most reasonable and fair.

E. The Chinese Eastern Railway shall be transferred to Manchukuo with its entire assets and liabilities, and no claims against the said railway shall be presented to the Soviet Government in the future.

F. In order to facilitate the payment of the above purchase price and to foster the development of its economic relations with Japan and Manchukuo, the Soviet Government agrees to receive half of the said purchase price, or 125,000,000 gold roubles per annum, in goods. Payment to the Soviet Government in goods shall be made in the form of the supply of goods in four periods over two years. For the said supply of goods, Manchukuo shall hand over bonds guaranteed by a Japanese Government Bank or acceptable by a Japanese banking syndicate.

G. With regard to the purchase price to be paid in currency, totalling 125,000,000 gold roubles, one-fourth of this amount shall be payable immediately in cash and the balance shall be paid by bonds issued by Manchukuo and guaranteed by the Japanese Government, the said bonds to bear 4% annual interest and to be redeemed in a period of three years.

III. Guarantee of the economic interests of the U.S.S.R.

In order to maintain the existing economic relations between the U.S.S.R. and Manchukuo and to retain the vital role of the Chinese Eastern Railway in the international communications between Europe and Asia, a special agreement providing for the following items shall be concluded together with the general agreement concerning the sale of the said railway:

A. Unrestricted transit of freight and passengers shall be guaranteed for the U.S.S.R. by the Chinese Eastern Railway between it and the Soviet railway under preferential conditions. Moreover, freight and hand baggage in transit shall be exempted from all taxes and levies.

B. Direct connection between the Soviet railway and the Chinese Eastern Railway and the participation of the latter in the Vladivostok-bound direct communication between Europe and Asia.

C. The holding of a fixed amount of freight accepted by the Chinese Eastern Railway for the Ussuri Railway.

D. The Manchukuo authorities agree to grant most-favored-nation treatment, in connection with customs duties and taxes, to Soviet goods imported via the Chinese Eastern Railway.

IV. Guarantee of the interests of Soviet workers and employees of the Chinese Eastern Railway.

Together with the general agreement concerning the sale of the said railway, a special agreement guaranteeing the rights and interests of Soviet nationals in the said railway shall be concluded, with the following provisions contained therein:

A. After coming into ownership of the said railway, the Manchukuo authorities, when seeking to replace Soviet workers with their own nationals, shall undertake this gradually and in small numbers, allowing such Soviet workers time to seek other employment or to return to the U.S.S.R.

The change of Soviet workers and employees shall be undertaken in a period not less than two years after the Manchukuo authorities come into possession of the said railway.

B. Soviet nationals shall retain completely all rights with regard to the movable and immovable property which they possess in the Chinese Eastern Railway zone.

C. Soviet nationals shall have the right to liquidate their above property or to transport such property in its original form or in currency.

D. In order to transport families and properties of workers or employees returning to the U.S.S.R. to the point of their choice, transportation facilities shall be granted in the account of the Chinese Eastern Railway.

E. In the event Soviet nationals resign or are discharged, immediate and full payment shall be made in accordance with the existing regulations of the Chinese Eastern Railway.

(Translation)

C E R T I F I C A T E

Statement of Source and Authenticity

I, HAYASHI, Kaoru, Chief of the Archive Section, Japanese Foreign Office, hereby certify that the document hereto attached in Japanese consisting of 14 pages and entitled "Soviet Proposal Presented at the Third Formal Meeting" is an exact and true extract from the book entitled "Collection of the Publications in Connection with the Negotiation for the Purchase of North Manchurian Railway" made by the Foreign Office in January 1934.

Certified at Tokyo on this second day of September 1947.

(Signed) Kaoru Hayashi

Witness: Katsuma Urabe

（「北滿鐵道讓渡交渉關係發表集」第一三頁乃至二二頁ヨリ拔萃）

第三回正式會議ニ於ケル蘇聯邦側提案

（七月四日在東京蘇聯邦大使館發表）

滿洲國ニ依ル東支鐵道買收ノ基本的原則ニ關スル覺書

第一 賣却ノ對象、東支鐵道ノ役割及意義

（一）北京及奉天協定ニ準據シ「ソヴィエト」政府ハ曩ニ屢奉天官憲ニ依リ不法且強制的ニ押收セラレタル財産ヲ含ム一切ノ所屬財産ト共ニ東支鐵道ヲ滿洲國ニ於テ買收スルコトニ同意ス

然レ共各種「ソヴィエト」財産ニシテ東支鐵道ニ屬セス且出兵時代ニ同鐵道上ニ抑留セラレタルモノ又ハ協定ニ依ル車輛交換未了ノ爲殘留セルモノハ勿論賣却ノ對象トナルコトナシ此等財産（本財産ノ詳細ナル目錄ハ特別委員會ニ於テ作成スヘキモノトス）ハ「ソヴィエト」政府ニ返還セララルヘキモノナリ

從テ買收セララルヘキモノハ左ノ通トス

（イ）千七百二十六「キロメートル」ニ達スル本線、二千五百四十四「キロメートル」九ニ達スル業務用砂礫運搬用及運搬用線路ヲ含ム總延長ノ鐵道並二千五百六十七「キロメートル」ニ達スル電信線並電話及給水設備

（ロ）鐵道ニ屬スル機關車及貨車
（ハ）鐵道用及旅客用建築物、倉庫、住宅、事務所、兵營其ノ他ヨリ成ル

總面積一、九七六、二平方「メートル」ニ達スル土木工事
 (三) 工場及倉庫、右ノ内ニハ哈爾濱中央工場、鐵道工場、電信附屬工場
 其ノ他アリ

(四) 發電所

(五) 哈爾濱電話局

(六) 哈爾濱ニ於テ設備セラレタル積換埠頭ヲ含ム蒸汽及非蒸汽船ヨリ成
 ル河船隊

チ鐵道所屬ノ地所

(七) 森林利權「チヨル」、「ツアイリンヘ」、東部利權

(八) 醫療及獸醫衛生施設

(九) 別莊及療養所

(十) 農事企業、苗圃及溫室

(十一) 製材工場、「オリフ」油製造工場、糸屑淨化工場

(十二) 清涼飲料水製造工場

(十三) 洗毛工場

(十四) 印刷所

(十五) 哈爾濱ニ於ケル水道

(十六) 自動車庫

(十七) 學校及俱樂部建物

(十八) 其ノ他鐵道ノ凡ユル建築物施設及財産

(一) 斯ノ如クシテ一切ノ所屬財産ヲ含ム東支鐵道ハ現在北滿ノ産業上及經濟發展上重大ナル役割ヲ演シ且「ソ」聯邦ノ財産上及經濟上ノ利益ノ見地ヨリモ大ナル價值ヲ有スル強力ナル産業的結合體を爲スモノナリ東支鐵道ノ賣却ニ依リ條約上「ソ」聯邦ニ割ラサル利益ヲ與フル幾多經濟上ノ權利及特典ハ一部ハ清算シ一部ハ著シク價值ヲ減少セシムルモノナルコトヲ指摘セサルヲ得ス例ヘハ右ニ屬スルモノトシテ鐵道ニ於ケル幾千ノ「ソヴィエト」労働者及勤務者ノ義務的使用、或種ノ運賃率上ノ特典其ノ他ヲ舉クルコトヲ得ヘシ

(二) 東支鐵道ノ意義ヲ述フルニ當リ歐亞間國際交通上ノ頗ル重要ナル連環タル同鐵道ノ重大ナル國際的意義ヲ摘記セサルヲ得ス右東支鐵道個有ノ意義ハ同鐵道カ滿洲國ノ手中ニ歸スルコトニ依リ又最近同鐵道ノ正常ナル運行ヲ阻止シタル障害ヲ除去スルコトニ依リテ決シテ消滅スルモノニアラサルコト明白ナリ
 尙東支鐵道ノ意義ハ資源ニ富ミ將來發展ノ望アル北滿地方ト滿洲南部及大洋トヲ結合スル北滿ノ幹線トシテモ重大ナル意義ヲ有ス
 右個有ノ意義ハ同鐵道カ滿洲國ノ有ニ歸レタル後ニ於テモ決シテ失フモノニアラサルコトハ今更之ヲ立證スルノ要ナカルヘシ
 否却テ本鐵道ニシテ正常且障害ナキ運行ノ條件ニ置カルル場合ニハ本地方ノ生活上一層大ナル意義ヲ有スルニ至ルヘク其ノ役割及價值ハ滿洲ノ經濟的發展ト共ニ増大スヘキハ疑ナキ所ナリ

最近發生シタル鐵道ノ正常ナル運行ヲ阻止スル特種ノ條件ニ依リテ惹起セラレタル鐵道財政狀態ノ一時的惡化ト同鐵道ノ實際ノ經濟狀態、意義及發展ノ可能性トヲ混同スヘキニアラス右ハ「ソ」支共同管理ノ始メヨリ一九三〇年度迄（同年度ヲ含ム）ニ至ル迄ニ舉ケタル東支鐵道ノ營業收益ハ支出ヲ超過スルコト一億四千万金留ニ達シ一年平均二千万金留以上ナルノ一事ヲ舉クレハ足ルヘシ

滿洲ノ全產業ニ重大ナル影響ヲ與ヘタル世界經濟恐慌並上述ノ如キ特種ノ原因ニ依リ惹起セラレタル困難ナル條件ノ下ニ在リタル一九三二年ニ於テスラ猶且鐵道ノ營業收益ハ支出ヲ超過スルコト千百万金留ニ達セルノ事實ハ之ヲ特記スルノ要アリ

此等ノ材料ハ鐵道ノ大ナル經濟力及堅實性ヲ充分立證スルモノナリ鐵道力莫大ナル營業收益ヲ舉ケ居ルニ比シ「ソヴィエト」政府ニ左シタル收益ヲ舉ケサルコトハ鐵道力今日迄警察護路軍及政府機關ノ維持及之ニ對スル貸付並貨物及乘客ノ無料輸送其ノ他ニ要スル莫大ナル不生產的經費ヲ負擔セサルヲ得サリシコトニ專ラ原因ス鐵道ノ「ソヴィエト」側理事ハ商事企業トシテノ鐵道ニトリ全ク關係ナキ此等支出ヲ除去シ又ハ少クトモ之ヲ著シク減少セントスル自己ノ試ニ對シ絶エス支那側及今日ニテハ滿洲國側ヨリノ強キ反對ニ遭遇セリ

東支鐵道力滿洲國ノ所有ニ歸シタル後ハ同國ハ勿論同鐵道ニ強要シタル不生產的支出ヲ負擔セシメサルニ至ルヘク之ニ依リ鐵道ノ實際ノ收益ハ著シク増加スルニ至ルヘシ

第二 買收價格及支拂方法

(一) 東支鐵道及其ノ附屬財産ノ買收價格ヲ決定スルニ當リテハ奉天協定第一條第二項ニ準據スヘキモノナリ同項ハ買收ニ當リ兩締約國ハ東支鐵道ニ付曾テ費サレタル實際ノ費用幾何ナルヤヲ議定シ且公平ナル價格ヲ以テ之ヲ買收スヘキコトヲ規定セリ

「ソ」政府ハ前記ニ基キ東支鐵道ノ建設及發達ノ爲費シタル實際ノ出費ヲ明カニスル「バランス」ノ主要項目ニ立脚スルト共ニ公平ノ原則ニ基キ買收價格ヲ著シク減額スルコトヲ可能ナラシムル凡ユル事態ヲ慎重ニ考量セリ

(二) 鐵道建設ニ要シタル費用、未遂成工事ノ完了、輸轉材料ノ購入、建設資本ノ調達、利子ノ支拂、建設期間中ニ於ケル償還ニ要シタル費用並一九三二年迄(含ム)鐵道改善ノ爲ニ要シタル費用ヲ累計スレハ四億千六百九十九萬九千七百七十六金留トナル右額ハ帝國政府力東支鐵道存在ノ初年ニ於ケル缺損ノ填補及經營支持ノ爲貸與シタル一億七千八百五十七萬九千六百十八金留ヲ含マス又右金額ハ「バランス」ニ現ハレ居ル東支鐵道ニ投資セラレタル資本ニ對スル累積セル利子トシテ「ソ」聯邦政府ニ支拂フヘキ多額ノ負債ヲ含ミ居ラス

以上ノ外東支鐵道ノ技術上ノ設備刀多少老朽セルコト及新鐵道建設ニ伴ヒ同鐵道ノ經營的意義カ多少變更セル點ヲ考量シ且能フ限り買收價格ヲ減額センコトヲ欲シ「ソヴィエト」政府ハ實際ニ行ハレタル出資

(三) 四億千六百六十九万九千七百七十六金留ノ代リニ前記東支鐵道ノ「バランス」要項ニ依ル價格ヲ二億千万金留迄減額スルコトニ同意ス
 (四) 但シ右額(二億千万金留)ハ夫レ自体ニ於テ大ナル經濟上ノ意義ヲ有シ且東支鐵道ノ發達ト共ニ最初ノ價值ヲ増加セル同鐵道ノ各種財産ノ價格ヲ含マス

鐵道ハ周知ノ如ク廣大ナル地所ノ所有者ナリ
 「ソヴィエト」政府ハ北京及奉天協定ニ依リ鐵道ニ不要ナル地所ヲ支那官憲ノ管理ニ移スコトニ同意セリ「ソヴィエト」政府ノ提議ニ基キ一九二五年地所區制整理ノ爲「ソ」支委員會設置セラレタルコトアリ
 シカ奉天官憲本委員會ノ召集ヲ回避シ鐵道ノ地所ヲ不法ニ部分的ニ横領セリ「ソ」政府ハ當然鐵道ノ爲殘サルヘキ地所並多大ノ價值ヲ有スル東支ノ森林利權ノ價格ノ詳細ナル計算ヲ爲スコトナク之等ノ財産總テヲ四千万金留ト評價スルコトニ同意ス之實際ノ價格ヨリ遙ニ少額ナリ
 前述セル所ニ基キ東支及其ノ所屬財産全部ノ買收總價格ハ二億千万金留「フランス」四千万金留即二億五千万金留トス(一金留「金貨」一〇四錢ノ制)
 (四) 前記ノ數字二億三千万金留ヲ一九一七年日本政府力東支鐵道南部線ノ小部分タル寛城子老少溝間一〇三軒ニ對シ舊帝政々府ニ支拂ハントセ
 ル金貨二千三百萬圓ニ比スル時東支鐵道ノ全買收線ニ右ノ評價ヲ適用スルトセハ金貨約三億八千万圓即約三億七千万金留ヲ得ヘシ

然ルニ曾テ交渉ノ行ハレタル東支ノ一部ハ何等顯著ナル人工的設備モ
無ク又價值アル企業モ無ク更ニ東支全体トシテ有スル國際的及經濟的
價值モ無カリシナリ
斯ノ如ク凡ユル點ヨリ見テ買收價格二億五千万金留ハ極メテ穩當公正
ト認メサルヘカラス

(四) 東支鐵道ハ其ノ資產及負債全部ヲ以テ滿洲國ニ讓渡セラルルモノニシ
テ東支鐵道ニ對スル何等ノ請求モ「ソ」政府ニ對シ今後提出スヘカラ
サルモノトス

(五) 右買收價格ノ支拂ヲ容易ニシ且日本及滿洲トノ經濟關係ノ發達ヲ促進
スル爲ニ「ソ」政府ハ前記買收價格ノ半額即年一億二千五百万金留ヲ
商品ニテ受領スルコトニ同意ス商品ニ依ル對「ソ」支拂ハ二ケ年間四
期ニ商品ヲ供給スルノ形式ヲ以テ行ハルルモノトス右商品供給ノ爲滿
洲國ハ日本國立銀行ノ保障スル債券又ハ日本銀行團ノ「アクセプト」
スル債券ヲ交付スルモノトス

(六) 貨幣ニ依ル買收債額一億二千五百万金留ニ付テハ其ノ四分ノ一ハ直ニ
現金ニテ支拂ヒ其ノ他ノ部分ハ日本政府ノ保障スル滿洲國ノ債券ヲ以
テ支拂ハルルモノニシテ右債券ハ年四分ノ利ヲ附シ三ケ年ノ期間ニ償
還セラルヘキモノトス

第三 「ソ」聯邦ノ經濟上ノ利益保障
「ソ」聯邦及滿洲國間ニ存在スル經濟關係ヲ保持シ且歐亞國際交通上

- ニ有スル東支ノ重大ナル役割ヲ保持スル爲東支賣却ニ關スル一般協定ト同時ニ次ノ事項ヲ規定スル特別協定ヲ締結スヘキモノトス
- (一)「ソ」聯邦ノ爲東支ニ依ル「ソヴィエト」鐵道間ノ貨物及旅客ノ自由通過ヲ特典的條件ノ下ニ保障スルコト而シテ通過貨物及手荷物ハ凡ユル租税及公課ヲ免除セララルモノトス
- (二)「ソヴィエト」鐵道ト東支間ノ直通連絡及浦鹽行歐亞直通連絡ニ對スル東支ノ參加
- (三)東支ノ引受クル貨物ノ一定數量ヲ「ウスリー」鐵道ノ爲ニ保持スルコト
- (四)滿洲國側ハ東支ニ依リ輸入セラルル「ソヴィエト」商品ニ對シ關税及税金ノ關係ニ於テ最惠國待遇ヲ與フルコトヲ約ス
- 第四 東支鐵道ニ於ケル「ソ」聯邦勞働者及勤務者ノ利益保障
- 東支買却ニ關スル一般協定ト同時ニ東支ニ於ケル「ソヴィエト」人民ノ權利々益ヲ保障スル特別協定ヲ締結スルモノトス右協定ハ次ノ事項ヲ規定スルモノトス
- (一)滿洲國ニ於テ鐵道ヲ所有シタル後「ソヴィエト」勞働者ヲ自國人ヲ以テ換ヘントスルトキハ彼等ニ求職又ハ「ソ」聯邦歸國ノ可能ヲ與フル期間ヲ以テ少數ツツ漸次ニ行フモノトス
- 「ソヴィエト」勞働者及勤務者ノ更迭ハ滿洲側カ鐵道ヲ所有シタル後二年ヨリ勘カラサル期間ニ行ハル、モノトス

- (一)「ソヴィエト」人民カ東支鐵道ノ區域ニ有スル動產不動產ニ對スル
總テノ權利ヲ完全ニ保有ス
- (二)右財産ヲ清算シ且之ヲ具體財若シクハ貨幣ニテ搬出スル權利ヲ有ス
- (三)「ソ」聯邦ニ歸國スル勞働者及勤務者ノ家族及財産ヲ其ノ選擇スル
歸國地點迄輸送スル爲東支鐵道ノ勘定ニ於テ輸送上ノ便宜ヲ與フ
- (四)「ソヴィエト」人民カ退職シ又ハ解雇サルル場合東支鐵道ノ現存規
定ニ基キ即時且完全ニ支拂ヲナスモノトス

文書ノ出所竝ニ成立ニ關スル證明書

自分、林 馨ハ外務省文書課長ノ職ニ居ル者ナル處、茲ニ添付セラレタル日本語ニ依ツテ書カレ十四頁ヨリ成ル

第三回正式會議ニ於ケル蘇聯邦側提案

ト題スル書類ハ昭和九年一月作成外務省印刷物「北滿鐵道讓渡交渉關係發表集」ノ拔萃ノ正確ニシテ眞實ナル爲シナルコトヲ證明ス

昭和二十二年九月二日 於東京

林

馨

右署名捺印ハ自分ノ面前ニ於テ爲サレタリ

同日 於 同 所

立會人 浦 部 勝 馬